

The Dominion Government has awarded a contract to R. Miller and Son, Toronto, for the lock gates on sections 3 and 4 on the Trent Valley Canal, to complete the outlet to Trenton on the Bay of Quinte, from Lake Simcoe. It is stated that the contract covers the construction and erection of 40 double lock gates, for about \$250,000. The work is to be commenced at once, and it is anticipated that the entire contract will be completed by the fall of 1914. It is also announced that tenders will be called for shortly for work on the northern section of the canal, from Lake Simcoe to the Georgian Bay, by the way of the Severn River. The total expenditure on the canal, to date, is about \$11,000,000, and it is estimated that the expenditure of a further \$5,000,000 will complete it and give a continuous waterway from Georgian Bay to Lake Ontario, of from 6 to 7 ft. deep.

### Manitoba, Saskatchewan and Alberta.

The Dominion Parliament has voted \$70,000 for the construction of approaches to the bridge over the dam at the St. Andrews lock and dam on the Red River, near Winnipeg.

The Winnipeg Harbor Commission has decided to ask the Dominion Government to grant \$50,000 for the construction of docking facilities along the frontage on the Red River, to enable the Commissioners to cope with the congested traffic there.

The channel of the Red River, between Provencher and the Canadian Northern Ry. bridge, Winnipeg, is being dredged to obtain a greater depth of water, necessitated by the increased traffic. A wharf on the south side of Provencher is being built, and rails have been laid connecting it with the railways in the vicinity.

The Hudson's Bay Co. has appointed the following officers for its vessels for the current season. The second column gives the names of the captains, and the third those of the chief engineers:—

Athabasca River	G. B. Naylor	Wm. Johnson
Grahame	G. B. Moore	C. E. Halpin
Highlander	T. Garson	
Inewew	G. R. Redfean	H. E. Weller
McKenzie River	G. A. King	W. Johnson
Mooswa	A. Sinclair	I. Reid
Peace River	J. Gullion	I. Sutherland
Port Simpson	— Montgomery	J. H. Talbot
Primrose	R. Johnson	
Slave River	J. D. Watson	W. Hays

### British Columbia and Pacific Coast Marine.

The Fraser River Navigation Co. announces a daily steamship service between New Westminster and Port Coquitlam, and in connection with it, will build a wharf at Pitt River.

J. E. Dalrymple, Vice President, G.T.R. and G.T. Pacific Ry., is reported to have stated recently, that the G.T.P.R. is preparing plans for the erection of an elevator system of about 10,000,000 bush capacity, at Prince Rupert, B.C., so that the company will be in a position to handle grain through that port, on the opening of the Panama Canal.

In connection with the incorporation of the Vancouver Harbor Commissioners, it had been reported in Vancouver, that the Harbor Commission would absorb the Pilotage Commission. This matter was taken up by C. Gardiner Johnson, Lloyd's Agent, there, with the Minister of Marine, who replied to the effect that the Pilotage Commission would not be absorbed.

A press report from England states that the appeal of J. H. Welsford and Co. against the decision of the High Court, in the matter of the purchase of the Union

Steamship Co. of British Columbia, has been dismissed with costs. On behalf of the appellants it was claimed that there had been misrepresentation by the previous owners, and on account of this the final payment by J. H. Welsford and Co. had been withheld.

Side Streams Navigation Co., Ltd., recently incorporated, as mentioned in a previous issue, has appointed the following officers for its steam vessels for the current season:—Eveyn, captain W. Bragg, chief engineer, R. R. Crosby; Pauline, captain, J. S. Raymond, chief engineer, E. A. Dixon; Vidette, captain, E. Gray, chief engineer, G. Waltenbough.

The Vancouver Harbor Commissioners have been incorporated by the Dominion Parliament, with jurisdiction over the harbor, which includes Burrard Inlet, with the North Arm and Port Moody, False Creek and English Bay, and all other tidal waters lying east of a line drawn from the Point Atkinson lighthouse southerly to the most westerly point of Point Grey. The corporation shall consist of three commissioners appointed by the Governor-in-Council, on the recommendation of the Minister of Marine, two of whom shall form a quorum.

In connection with press reports emanating from Vancouver, and mentioned in our last issue, to the effect that C. H. Nicholson, Manager, G.T. Pacific Coast Steamship Co., had recently visited Winnipeg for a conference with the management regarding plans for the construction of a steamship to be ready for service in 1914, we are officially advised that the reports were entirely unauthorized and are not correct, and that the management has no knowledge of any vessels to be built for the company, at present.

The Vancouver civic harbor and improvements committee of the Board of Trade harbor and navigation committee have appointed a special committee, to consider the question of the appointment of an expert to advise on the needs of the city in regard to dry dock accommodation. It was stated that there were two companies in the field with applications for Government subsidies, and it was suggested that in addition to finding out the actual standing of the companies, the kind and size of dock best suited to Vancouver should be thoroughly discussed.

The North Fraser Harbor Commissioners have been incorporated by the Dominion Parliament, to control the North Fraser harbor, the limits of which are,—from a line drawn across the North Arm of the Fraser River in continuation southerly of the westerly boundary of New Westminster, thence down stream to the North Arm on both sides to the average high water mark, to lines drawn across the outlets of the North Arm into the Gulf of Georgia, but not extending further southerly than a point equidistant between the most southerly and the most northerly points of the western shore of Lulu Island, nor extending further northerly than Point Grey; including the adjacent waters of the Gulf of Georgia on Sturgeon Bank as far seaward as may be determined from time to time. The corporation is to consist of three commissioners, two appointed by the Governor-in-Council, and one, elected by a majority of four persons, one of the latter each being selected by the municipalities of Richmond, South Vancouver, Burnaby and Point Grey, for the purpose, and such commissioner shall be appointed for three years.

The act passed at the recent session of the Dominion Parliament, incorporating the New Westminster Harbor Commissioners, provides that the limits of the harbor

shall extend from a line drawn north and south to each shore of the Fraser River from the average high water mark, on the eastern end of Manson, or Douglas Island, known as Point Sebastien, at the mouth of the Pitt River, thence down stream extending on both sides to lines drawn across the outlets of the Fraser River into the Gulf of Georgia, but not extending further northerly than a point equidistant between the most southerly and most northerly points of the western shore of Lulu Island; including the adjacent waters of the Gulf of Georgia on the Sandheads as far seaward as may be determined from time to time, but not including any portion of the North Arm of the Fraser River west of a line drawn across the North Arm in continuation southerly of the westerly boundary of New Westminster. The corporation shall consist of three commissioners, one appointed by the New Westminster City Council and two by the Governor-in-Council, the city Commissioner being appointed for three years.

### The St. Lawrence and Chicago Steam Navigation Co.'s s.s. James Carruthers.

The s.s. James Carruthers, the launching of which, at Collingwood, May 22, was mentioned in our last issue, is of the single deck type, with estimated carrying capacity of 15,000 tons on a 19 ft. draught, and has been specially designed for carrying coal, ore and grain. She is of steel, constructed on the arch and web frame system, the holds being entirely free from pillars and other obstructions. There are 31 cargo hatches, each 38 by 9 ft., spaced 12 ft. centres, and she is built with complete double bottom with side tanks to main deck. The bottom tank is supported by a centre keelson and side girders of the depth of the tanks, and there are two collision bulkheads. The hold is divided into six compartments, and the double bottom into five compartments, and there is a transverse bunker bulkhead between the boiler and engine rooms. The spar deck stringer plating is supported by longitudinal channel girders.

The propelling machinery consists of triple expansion engines with cylinders 24, 40 and 66 ins. diam., by 42 ins. stroke, supplied with steam by three Scotch boilers, each 13 ft. diam., by 11 ft. long, at 185 lbs. pressure. The furnaces are equipped with Howden's forced draught, and there is a grate area of 45 sq. ft. to each boiler. Steam steering gear is placed aft on the main deck and is controlled from the pilot house by hydraulic telemotor. There is also an emergency steering gear and independent steam gear. The auxiliary equipment is of the most modern type, and there is a complete electric light installation for about 200 lights.

The officers' quarters are situated forward on the fore-castle deck, and are rather more commodious than customary, on account of the greater size of the vessel.

Her dimensions are, length over all 550 ft. 8 ins.; length between perpendiculars 529 ft.; beam 58 ft., moulded depth 31 ft.

**Rules of the Road.**—An Ottawa press dispatch says:—"In connection with the alteration in the rules of the road designed to make navigation on the Great Lakes harmonize as between Canadian and United States shipping, the shipping interests have been advised that any changes will be effective only on the Lachine Canal and westward. Montreal harbor and the river eastward, and also the Maritime Provinces will not be affected. There has been opposition to any change which might lead to confusion and resultant accident."